

## **6.0 CUMULATIVE EFFECTS**

Cumulative effects are caused by the aggregate of past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes them. These effects can result from individually minor, but collectively significant, actions taking place over a period of time (40 CFR 1508.7).

The Proposed Action and alternatives addressed in this EA are expected to take place by 2010. As discussed in Chapter 2.0, these alternatives are based on the continuance of LANL mission support activities and capabilities for the foreseeable future and on the recovery of the area watersheds to pre-fire conditions or to conditions that approximate the pre-fire conditions within the next eight years. The analysis of effects is based on an estimate of conditions at LANL at that time.

NNSA has issued a draft EIS on the proposed relocation of TA-18 capabilities and materials to TA-55 or to another DOE NNSA site (DOE 2001). Because NNSA has not issued the final EIS and a Record of Decision for the EIS, this EA includes two options for the FRS disposition alternatives. For each of the alternatives, Option A describes disposition if the TA-18 capabilities or materials are not relocated, and Option B describes disposition if the TA-18 capabilities or materials are relocated. If NNSA decides to relocate the capabilities and materials to TA-55 or to upgrade the facilities at TA-18, there is potential for a major construction project along Pajarito Road. Construction of a new facility at TA-55 would last 24 months and would involve a peak construction employment level of 300 workers. Construction would generate about 108 yd<sup>3</sup> (83 m<sup>3</sup>) of solid waste, which would be disposed of in the Los Alamos County Landfill or its replacement. Demolition of the TA-18 facilities was not addressed in the TA-18 EIS, because this is not ripe for decision; when NNSA is ready to make a decision about the disposition of these facilities, further NEPA review will be performed.

Other actions that would likely occur at LANL that might cause cumulative effects in the area of the Proposed Action would include any construction projects that would affect traffic in the demolition area. DOE is considering some construction at TA-55 that could increase traffic in that area. Within the next year, DOE will prepare an EIS on replacing the Chemistry and Metallurgy Research (CMR) Building; one of the alternatives would be to construct a new CMR Building at TA-55. If construction of this building were to take place in the same timeframe as the Proposed Action for this EA, additional construction traffic could affect traffic flow on Pajarito Road.

There have been studies on the traffic patterns on Pajarito Road, including controlling access on the road and rerouting traffic from Pajarito Road around TA-3 for security reasons. DOE has issued a predecisional draft EA to address the environmental effects of restrictions on Pajarito Road traffic and a bypass road around TA-3 (DOE 2002). In addition, LANL is proposing to widen Pajarito Road to include turning lanes and access and egress lanes near the technical area entrances. If implemented, these measures should improve the traffic flow on Pajarito Road, so that truck traffic would have less effect.

In conclusion, there are some proposals in the physical area of the Proposed Action that could affect its implementation. However, it is unlikely that there would be significant cumulative impacts associated with these proposals.

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